### RAILROADS. LOCAL TIME TABLE. TEXAS AND PACIFIC WESTBOUND No. 1 daily No. 3 daily No. 5 daily No. 7 daily No. 9 daily 9:05 a. m MISSOURI, KANSAS AND TEXAS. Arrive NORTHBOUND. 7:16 p. m. No. 2 daily. 6:40 a. m. No. 4 daily. 6:17 p. m. No. 1 daily. 8:46 a. m. No. 3 daily. 7:30 p. m. Leave TRANSCONTINENTAL ECREBOUND. No. 32 daily .... No. 34 daily .... SOUTHBOUND

FORT WORTH AND DENVER Arrivel No. 1 daily 9:30 a.m. No. 2 daily 9:30 a.m. No. 3 daily 4:40 p.m. No. 4 daily 4:40 p.m. GULF, COLORADO AND SANTA FE. FORT WORTH AND RIO GRANDE. .... Fort Worth ..... 3:00 p. m. FORT WORTH AND NEW ORLEANS.

FORT WORTH AND SEW ORDERSASS.

Arrive. No. 44, mail. ... 5:40 p. m.

No. 48, accommodation. 9:15 a. m.

5:60 a. m. No. 43, mail.

2:60 p. m. No. 47, accommodation.

All the above trains from the Union Depot.

C. D. Lusk, Ticket Agent. ST. LOUIS SOUTHWESTERN. 1:10 p. m .... Memphis Express .... 8:20

WEATHERFORD, MINERAL WELLS AND

NORTHWESTERN RAILWAY.

The trains of this line make direct connection with the Texas and Pacific rallway trains Nos. 2.4, Sand fout Weatherford, leaving Fort Worth Cyla Texas and Pacific rallway) and arriving at Mineral Wells as follows:

Texas

### TABLE OF DISTANCES

The following table shows the distances from Fort Worth of some of the important points in

MISSOURI,	KANS	EAS	AND	TEX	AS.
	No	rth.			
Chicago via Han 5t. L. via Sedain Hamibal Wagoner Denisen Pilot Point	717 679 268	Chic Kar Vin Mc/ Whi	cago vi csas Ci ita Mister Itesbor ites		507 318 102 71
	So	uth.			
Alvarado Waco Belion Bastrop La Grange Fan Antonio Corpus Christa	88 133 197 231 279	Tay Wes Aus Lar	tin		183 162 991 198 438
TEXA	SAN	D P	AOIFI	C	
E.	stern		sion.		
Dallas Ferrell Wills Point,	. 64	Mai Jeff Ath	rsall. erson. anta,	******	164

Sandy...... 138 New Orieans..... 543 Rio Grande Division | atherford | Bil | Colorado City | don | 72 | Big Springs | 0 | 11b | Pecos | 140 | Sierra Blanca | Lene | 151 | El Paso | | Weatherford .....

Transcontinental Division. . 116 Texarkana . . . . . 244

COTTON BELT ROUTE. Commerce. Mt. Vernon. 134 St. Louis GULF, COLORADO AND SANTA FE. South.

Miles | Miles | 28 | Cameron | 158 | 59 | Caldwell | 189 | 103 | Brenham | 229 | 128 | Galveston | 346 Morgan Meterepor Temple North. Miles . 65 . 104 . 104 . Kansas City.... Gainesville

FORT WORTH AND DENVER CITY. Salisbury Di larender 95 Goodnight. 114 Amarillo. 10 Texline. FORT WORTH AND RIO GRANDE Miles Comanche...
He 76 Blanket Brownwood

. HOWSTON AND TEXAS CENTRAL. Miles | Miles

SAN ANTONIO AND RETURN \$11.15

Tickets on sale October 7, 8, 9 and 16. Office corner Fourth and Houston

Proposed Southern Pacific Extension.

Special to the Gazette. SAN ANTONIO, TEX., Oct. 6 .- At Refugio. Tex., on Saturday last citizens received the report of the soliciting committee for a railway extension from Victoria, Tex., to the Nueces river, passing through Refugio. The amount raised was \$47,000, the amount required \$52,000. It is understood, however, that the Southern Pacific will extend

Fort Worth Fuel Co. Will furnish you always genuine McALLISTER, BRIER GREEK, ENGLIS GRATE and ANTHRACTE cals at the lowest cash prices and prompt delive. Office Ninth and Rusk streets. Hone, 184.

### THEY'RE AFTER JAY.

Stockholders of the Missouri Pacific Want His Scalp.

THE COTTON TARIFF AMENDED.

mission in Circular No. 19-Reduced Rates on the Katy-The Inter-Oceanic Railway.

Excursion Rates. The Missouri, Kansas and Texas railway has issued the following circular announcing reduced rates in Texas:

To Ticket Agents in Texas. On account of the meeting of the Nobles of the Mystic Shrine at Austin, Tex., October 8, all agents in Texas may sell round-trip tickets to Austin October 7, limited to the 10th for return, at rate of one and onethird fares.

On account of the meeting of the Knights of Pythias (colored) at Denison, Tex., Oc-tober 13, agents in Texas north of and including Temple, may sell round-trip tick-ets to Denison October 12 and 13, limited to October 15 for return, at rate of one and one-third fares.

On account of the harvest feast to be held by the Sons of Herman at La Grange, Tex. October 15, agents Taylor to Fayetteville, inclusive, may sell round trip tickets to La Grange at rate of one and one-third fares. Agents north of La Grange to Taylor inclusive well sell tickets October 14. lor, inclusive, will sell tickets October 14, limited to the 16th for return. Agents at Fayetteville will sell tickets October 15, limited to the 16th for return.

On account of the conference of the Meth-odist Protestant church, which convenes at St. Jo, Tex., October 23, agents on main line Denison to West inclusive, on the Gainesville, #Henrietta and Western, and Dallas and Wichita railways, and on the Dallas section Milford to Dallas, inclusive, may sell round trip tickets to St. Jo October 21 and 22, limited to November 2 for return, st. vate of one and one-third forces. at rate of one and one-third fares.

Whoever it may hurt, it is certain that Mr. Gould's new deal will help the South. These Western lines which are now in a state of uneasiness have formed a pool or combination east of St. Louis, and they were hurting Mr. Gould's Missouri Pacific and its branch lines very seriously by tak-ing away from them their grain traffic. This is why the dividend was passed. The grain that used to go to St. Louis is now diverted by the pool so as to go to Chicago direct from Kansas City. Mr. Gould, after explaining this situation, was asked if there was no remedy for it. He made his reply, which has caused the pool lines to regard him as a disturber of traffic: "Oh, yes," he said, "we will overcome it in a few weeks. We are pushing to completion a connecting link that will enable us to deliver wheat and other grain at New Orleans. iver wheat and other grain at New Orleans for export over the Missouri Pacific and fron Mountain at the same price that the other roads can lay it down at Chicago. We also have a connection with and an out-let at Memphis."

The connecting link to which Mr. Gould

alludes is the newline from Fort Smith to a junction with the Cotton Belt, which will give the Missouri Pacific a short route to New Orleans over the Cotton Belt and Texas Pacific, both of which are controlled by Gould. When the line is completed, which will be within the course of a few walks the same transfer will be adouted from when will be within the course of a few weeks, the same rates will be adopted from points in Kansas to New Orleans that are in force between Kansas and Chicago. In this new movement, or "deal," as it is called, Mr. Gould has the active aid and sympathy of Mr. Huntington, of the Southsympathy of Mr. Huntington, of the South-ern Pacific. To the great grain-carrying traffic which Mr. Gould can divert from Chicago to New Orleans, and to other southern ports by means of the Richmond Terminal system, the Huntington lines can add the transcontinental trade from Cali-fornia over the Southern Pacific. The advantage of this new movement is that traffic reaches tide-water at New Orleans for the same rate that it reaches Chicago, which is 1,000 miles from tide-water.—[Atlanta Con-

### The T., B. & T. Railroad,

Maj. Wathen, the engineer who has been surveying the route for the Taylor, Bryan and Trinity road is highly pleased with the lay of the land, and reports the outlook for the road being built to be first rate, says the Taylor Weekly Texan. The people along the route feel much encouraged from the reports Maj. Wathen has given, and we consider Taylor's prospects are now far better than ever before. Those who have not subscribed to the bonus that was insured should now come forward columns. insured should now come forward volunta-rily and jot their names down alongside their neighbors. The Texan believes that the men are very few in Taylor who are so mean as to sit quietly and see their property or business double in value off of the contributions and donations of other publicspirited citizens who are spending their own good money in the interest of the entire town. Unfortunate is the town that is cursed with a lot of barnacle-men who reaon to themselves that "the road will be son to themselves that "the road will be built without my help, and I'll save that much," and thus try to prosper on the sacrifice of his friends, making himself a leech, an incubus on every public enterprise and a contempt in the eyes of his neighbors. Taylor may have a few such citizens, but, thank the Lord, she nasn't many of them, and we hope that when we get the T. B. and T. Taylor will be such a live, bustling town that they will have to move to the Yegua bottom or the Belize to find congenial company. Some have not subscribed to the road yet, however, who will do so when called on. Everything now indicates that Taylor certainly has the opportunity of securing the road, and it would be a nice thing to do for those who intend, or are willing, to come without waiting to be urged and voluntarily sign their names to the list of workers for Taylor.

### A FAST FREIGHT LINE ROW.

Charges of Secret Cutting of Rates Made Against the Mackay Lines.

A big row has been in progress among the fast freight lines centering in Kansas City, says the Kansas City Star. Several sensational developments have assisted in widening a breach already broad enough to suit the more peaceable of the lines, and there is a probability of an open break in case the

a probability of an open break in case the quarrel is not speedily settled.

The trouble originated over the discovery of a rate on oleo-stearine from Kansas City to Hamburg quoted by the agent of the Mackey lines here. The Vandalia agent at Kansas City reported the rate as a secret have died out had it not been for the second discovery through the defense of the Mackey agent that the line had been filing the rates with the commission without giving notice to the other lines, thus reducing the rate secretly with the same effect of a secret cut. The line conformed to the law, but failed in its

obligations to competitors, or such is the charge at any rate. The oleo rate, it was found, was not a marker to other quota-tions made in buried rate sheets, and in consequence there is the biggest kind of a

fight impending.

The trouble at Kansas City is rapidly developing into a personal matter and unless some sort of an arrangement is made soon it is possible that several persons will be in-volved in the dispute. A prominent shipper is accused of showing his bill of lading to a representative of the Star, and although the charge is unfounded, it is likely to cause ad-

ditional trouble.

The Vandalia and Kenawha are fighting the matter, which has gone up to the higher officials, and a rate that was really unim-pertant in itself is causing as much difficulty as a regular set of cuts.

Tail Lights. H. C. Archer, the O. & M. man, was in A circular has been issued by the Gulf. Colorado and Santa Fe announcing the ap-pointment of C. O. Shepherd as assistant general freight agent, with headquarters at Galveston; effective October 1.

J. L. Harris, livestock agent of the Wa-bash, came in yesterday. The Santa Fe announces that for the Bap-tist convention at Waco, round-trip tickets will be sold to McGregor at one and one third fare for the round trip. Tickets will be on sale October 6, 7 and 8, limited returning to October 14.

There is no truth in the report that the Burlington and Wabash have joined hands. This report was probably occasioned by the fact that Keenan of the Burlington and Harris of the Wabash were chasing around traction and the section of the Wabash was chasing around the section of the Wabash was chasely as the was chasely as the wabash was character was chasely as the wabash was chasely as the wabash was chasely together yesterday.

The Amended Cotton Tariff. Special to the Gazette.

AUSTIN, TEX., Oct. 6.—The commission issued circulars No. 18 and 19 to-day. Circular No. 18 reads: It is hereby ordered that commodity tariff No. 5, adopted September 16, 1891, and effective October 8, 1891, be amended as follows: Rates on coal between points on the Rio Grande and Eagle Pass railway effective October 15, 1891. Rates in dollars and cents per ton of

Eagle Pass railway effective October 15, 1891. Rates in dollars and cents per ton of 2000 pounds as follows: 1500 tons or less per month, \$1; 2000 tons and over 1500 tons per month, 90c; 2500 tons and over 2000 tons per month, 80c; 3000 tons and over 2500 tons per month, 70c.

Circular No. 19 reads: It is hereby ordered that commodity tariff No. 6, adopted September 21, 1891, and effective October 15, 1891, be amended as follows: Rates on cotton in bales from points named below to Houston and Galveston, effective October 12, 1891, in cents per 100 pounds:

FROM	ton	eston
Alvin	1	
Arcadia	10	172
Arcola	1000	1
Beaumont		2
Beeler	10	1
Clear Creek	.3	
Cieveland	15	9
Crabb	10	1
Crosby	10	1
Genoa	- 27	
Harris	10	-1
Harrisburg	- 7	
Highland	7	
Hitchcock	7	
House	10	1
Jeannetta	10	- 1
Keans	20	- 2
Kleiburg	10	1
Leslie	10	1
Mustang	10	1
New Philadelphia	93	. 29
Dennage	20	- 2
Phillips "H C & W T"	12	1
Orange	10	1
resswood	13	- 6
tichmond	10	1
Rosenburg	19	î
Contdon		í
Shell Clather of B.C. N.	7	0
Shell Saling L & G. N	17	2
Sheldon Shell Siding "L & G. N." Simonton Sour Lake	20	- 2
Sour Lake	15	ĩ
Houston	20	2
Deveres	7	~
Dickenson		10
Dukes		
Dumont	2	
Eagle Grove	50	9
East Burnard		
Fulshear	10	17
Jalveston		-
Staffords		1
PhompsonVirginia Point	10	10
Virginia Point	. 31	
Walker	10	15
Websterville	7	135
Weiss	30	37
Westheimer	10	13
Whites	10	13
Wilberley	10	12
Zimba	10	17
Guilbar concentration some and a concentration of	101	_

Governor Hogg and the two judges, King and Goodrich, spent the entire forence in consultation about the disputed jurisdiction in the matter of the Waco contractors. After the conference had ended the governor stated there was no difference of opinion between himself and the judges as to what should be done in the premises, and that, therefore, he felt authorized to say that the matter would be amicably and speedily settled without jeopardy to private or injury to public rights, and without any interference on his part, further than that he did not feel warranted in speaking and gave no hint as to what course the judges

#### They're After Jay. Special to the Gazette.

NEW YORK, Oct. 6 .- The Times prints the following: Jay Gould said not long ago that the did not own a majority of stock in any of the railroad property that he controlled. He added with what then appeared to be a tinge of sarcasm that the stockholders of the Missouri Pacific road could, if they became dissatisfied with his management, put him out of the presidency. News traveled fast in Wall street and probably Gould has heard before this that some of the Missouri Pacific stockholders propose to act upon the hint that he has given them. They are dissatisfied with his manthem. They are dissatished with his islan-agement and thoy desire to get control of the property into their ewn hands. Efforts are under way to organize a concerted move-ment on the part of the stockholders who are not under Gould's direct control. It is not their avowed desire to bring about a re-ceitasskip. ceivership.

They propose first to have some eminently responsible financial institution send out a circular letter soliciting proxies to be voted at the annual election next March. There are holders of large blocks of stock who, within a few days, have expressed the belief that a large majority of the stock could readily be induced to vote against Jay Gould if a properly organized movement to that end was set on foot. The anti-Gould stockend was set on 1001. The anti-Golid stock-holders are not disgrunted especially because Gould insisted upon passing the usual 1 per cent dividend this quarter. They are angry at anything that was done. They say they didn't want a dividend if the road had not earned it, and they are indignant at the intimations made by Gould that he had intimations made by Gould that he had deceived them here by paying unearned dividends out of his own pocket. It is argued here that had Gould allowed

the public and stockholders to know just how the Missourl Pacific railroad stood financially nine months ago, there would not have been any such sudden drop of 20 per cent in the value of the stock as was brought about by Gould's peculiar methods. These disgruntled stockholders believe that they have a fairly good property in the Mis-souri Pacific road if it is managed honestly and in a way that all persons interested may know what is going on. A busy rumor went the rounds yesterday to the effect that Samuel Sloan, president of the Luckawanna system, was so disgusted with Gould's methods of managing the property, he will withdraw from the directory of several corporations that Gould controls. Sloan is a director of the Missouri Pacific, Western Union company and Manhattan railway company. He maintains a "grim silence"

as to his intentions.

LITTLE ROCK, ARK., Oct. 6.—The Inter-oceanic railway, capital stock \$7.000,000, has filed articles of incorporation. The road will run from the Mississippi river, in Crittenden county, opposite Memphis, cast and west across the state into the Indian Torritory, Chief Engines, Shellwhover, and west across the state into the indian Tegritory. Chief Engineer Shellenberger of South McAllister, I. T., with a full corps of assistants, will commence the survey immediately. The road will be 325 miles

One-Half Exchanged. Boston, Mass., Oct. 6.—More than 50 per cent of the claims of the Union Pacific cred-itors have been exchanged for the three years' notes: a portion by people who originally refused to sign the agreement.

Plainview, Hale County, Tex-Come to Amarillo and get ve the "Hotel Amarillo" reducty on the central plains

SPORTING.

Gainesyille Races. Special to the Gazette. GAINESVILLE, COOKE COUNTY, TEX., Oct. 6.—The races to-day resulted as follows: First race, three-minute trot, best three in five, mile heats. Casket won in three straight heats, Disturbance second, Bashaw third. Time, 2:59, 3:01, 3:00. Becond race, pace, for two-year-elds, best

Tickets on sale October 3 to 8. Office, Cor. Fourth and Houston Sts.

two in three, half-mile heats, Maud Johnson won, Lake second, Charles third. Time, 1:50, 1:34. Third race, running, three-fourths mile dash, Tom Nighols won, King George second, Glenco third. Time. 1:23%.

#### Bantam and Spider.

New York, Oct. 6.—Efforts are being made to match Alf Levy, the English Bantam, with Tom Kelley, the Harlem Spider. Levy wants a \$1000 purse and a \$500 outside bet. He wants the fight to be with two-ounce gloves and to weigh in at 108 pounds entrance weight.

Louisville Races

LOUISVILLE, Kr., Oct. 6.—The fall meeting of the Louisville jockey club was opened at Churchill Dowes to-day.

First race, one mile. Irish Chief won, Empress Frederick second, Critic third. Time, 1:50%. Second race, one mile, Ed Eshelby won, Col. Wheatley second, John G. third. Time

Third race, six furlougs, Curt Gunn won, Fourth race, one and one-eighth miles Eli Kendize won, Owenee Trowbridge second, Prince of Darkness third. Time

Fifth race, one and one-sixteenth miles Hydy won, Insolence second, Bob Forsyth third. Time, 1:52. Sixth race, one mile, Portugese won, Clark second, Viola Gueld third. Time

Jerome Park Races.

Jerome Park Races.

Jerome Park Race Course, Oct. 6.—
First race, 1400 yards, Raceland won, Chesapeake second, G. W. Cook third. Time, 1:215.

Second race, one and one-fourth miles, Banquet won, Masterlode second, My Feblow third. Time, 2:134.

Third race, sis furlongs, Dr. Wilcox won, Fagot second, Kefraction Filly third. Time, 1:184.

Fourth race, one mile and one furiong, Rey del Rey and Pissara ran a dead heat, Pienicker third. Time, 1:58%. Fifth race one mile, Milt Young won, Carroll second, Lucila third. Time, 1:46. Sixth race, five furlongs, Delusion won, Belle Ethan, Ifily, second, Vernon third. The dust was so thick the starting point could not be seen and no time was taken.

#### Garfield Park Ruces.

Chicago, Ill., Oct. 6.—Jockey Fox was ruled off Garfield Park to-day for pulling Louise in the second race.

First race, three-fourths of a mile, Tramp
won, Iowa second, Lela third. Time, Second race, three-fourths of a mile,

Second race, three-fourths of a mile, Rolly Bolly won, Louise M second, Tom Stevens third, Time, 1:15½.

Third race, one and one-sixteenth miles, Ruini won, Hindoo Lass second, Somerset third. Time, 1:50½.

Fourth race, one mile, Silver Lake won, Santa Anas second Silverado third. Time, 2:50%. Santa Anna second, Silverado third. Time

42%. Fifth race, three-quarters of a mile, Nelson lie Pearl won, Carisbad second, Walker third. Time, 1:17. Sixth race, one mile, Earnest Racer won Lorenzo second, Guido third. Time, 1:43.

The Burlington Route.

Most people know what The Burlington Route is—some people, perhaps, do not know that it is the Model Railroad of the West. The Burlington Route is the name of a first-class railroad from Chicago, Peoria and St. Louis to and hetween the principal cities and towns of Illinois, Iowa, Missouri, Wisconsin, Minnaesta, Nebraska and Colorado. The 7600 miles of this great road pass into and through the best farm-Deadwood, So. Dakota, and the ming country of the Black Hills of the Burlington B are the best opportunities in the lost, Northwest and South-

west to the farmer, the manufacturer, merchant, the miller, the miner and the pleasure seeker.

The Burlington Route runs through passenger trains every day in the year between St. Louis, Chicago and Peoria, Kansas City, Atchison, St. Joseph, Council Bluffs, Omaha, Lincoln, Denver, St. Paul and Min-

neapolis, making connections at these points with all Eastern and Western roads. and giving the traveling public unequaled For speed, safety, comfort, character of equipment and track, and efficient service

for passengers and freight, it is unexcelled.
Send ten cents in postage stamps to the
General Passenger Agent and get a handsome wall map of the United States and a
descriptive felder of the train service.
For further information, tickets, rates,
mans are call on your nearest railroad maps, etc., call on your nearest railroad General manager, St. Joseph, Mo. St. Louis, Mo.

### MRS, HENRIETTA LAMAR

The Widow of the Ex-President of the Texas Republic Dies at Santa Anna,

Special to the Gazette.

Special to the Gazette.

Santa Anna, Coleman County, Tex., Oct. 6.—Mrs. Henrietta Lamar, widow of Gen. Mirabeau B. Lamar, ex-president of the Texas republic, died at Santa Anna, Tex., this morning at 70 clock at the mountain home of her nephew, Mr. W. A. Morse, clerk of the court of appeals of Texas. The remains will be conveyed to Richmond, Tex., to be interred by the side of her late husband. Mrs. Lamar was ill only a few months, but came here from her home in Galveston too late for the climate to prove beneficial. She leaves only one daughter. beneficial. She leaves only one daughter, Mrs. G. D. Calder of Galveston, who was with her during her entire illness. The citizens of Santa Anna will assemble to-night in a body and hold memorial services in honor of the deceased lady.

### CHEAP EXCURSION RATES.

To St. Louis and Return Via the Cotton Belt Route. The fall testivities at St. Louis, consisting of the Exposition, Fair, Veiled Prophet and numerous other attractions, promise to be grander and many elaborate mis year than ever before, and a according all those who desire to attend to a Cotton Belt route will sell tickets at our fare for the round trip on the followi and 19, tickets go tember 28th. ac les: September 18th ave Sovereign ober 3rd to 8th, grand lodge I. inclusive, ticke account St. Lo d Prophet to ticket

rival.

For further information apply to ticket
W. H. WINNIELD,
General Passenger Agent. City Ticket Agent, 401 Main street.

Snow at Kausas City. Kansas City. Mo., Oct. 6.—The weather is very cold. Snow was falling here at 9 o'clock this morning.

A FAIR SCHEDULE of advertising rates, such as THE GAZETTE adheres to, treating every man alike, is better than high rates cut in two for the benefit

OF FAVORITE CUSTOWERS.

TORK IST

TO ALL POINTS North and East. THROUGH TRAINS CARRY

PULLMAN . SLPEPERS CHICAGO, ST. LOUIS AND KAN-SAS CITY,

#### Free Reclining Chair Cars BETWEEN

TAYLOR and KANSAS CITY and HANNIBAL Close connections in all of the above cities with fast trains of Eastern and Northern lines make the M., K. & T. R'y the best line to

New York, Boston, Montreal and St. Paul J. E. SMITH. Ticket Agent, Corner Fourth and Houston Streets. Fort Worth. C. D. LUSK, Ticket Agent, Union Depot, Fort Worth. Worth.

H. P. HUGHES, Assistant General Passenger Agent, Dallas, Tex.

W. D. LAWSON, Traveling Passenger Agent, Fort Worth, Tex.

J. WALDO, Vice-President, Sedalia, Mo.
GASTON MESLIER, General Passenger and Ticket Agent, Sedalia, Mo.



THE ONLY LINE Through Coaches and Pullman Buffet Sleepers FT. WORTH and MEMPHIS Delivering passengers in depots of connecting lines without a long and uncomfortable omni-bus transfer across that city.

on application to G. W. BARNHART, General Agent, 401 Main street, Fort Worth. W. H. WINFIELD, General Passenger Agent

Gulf, Colorado & Santa Fe R'y. Direct

rt Word on Polats in Texas, couls, Chicago, Kansas, california and all points in the Between Fort Wo North, East and West Elegant Pollman Palace Buffet Drawing-room Sleeping Cars are run through every day in the year to Kansas City, Chicago and St. Louis, connecting at these points with fast limited trains for the East.

Route

Popular

THROUGH TICKETS TO ALL POINTS IN THE United States, Canada and Mexico. For any desired information, Tickets, Folders Maps, etc., call on or address.
WM. DOHERTY, C. P. & T. A., 316 Houston street. Fort Worth.
C. D. LUSK, Ticket Agent, Union Depot.
W. A. TULEY, T. P. A. Dallas, Texas.
B. G. THOMPSON, G. P. & T. A., Galvester.

# EL PASO ROUTE.

THE :-: DIRECT :-: LINE To Shreveport and New Orleans, to Texarkana Memphis, St. Louis, the North and East, and to il points in Texas, Old and New Mexico, ona, Colorado and California.

THE FAU LIVE LINE. Via the mamento to Oregon and Washington ONLY -:-: LINE

Offering choice of routes to points in the South-east via Texarkana, Shreveport and New Or-teans. TAKE THE "ST. LOUIS LIMITED"

## Between Fort Worth and St. Louis. The fastest time between Texas and the North and East. Double daily line of Pullman Palace Sleeping Cars through to St. Louis via the

IRON MOUNTAIN ROUTE. Through Sleeping Cars between New Orleans and Denver, and St. Louis and El Paso.

For rates, Tickets, and all information apply to or address any of the ticket agents, or C. P. FEGAN, Traveling Passenger Agent.

B. W. McCullough, General Passenger and

JNO. A. GRANT, Third Vice-President, Dallas

Burlington



## HANNIBAL

KANSAS CITY, ST. JOSEPH, Denver, St. Louis,

St. Paul and Minneapolis. Through Sleepers

T. Railway and C., B. and Q. Railway. THE BEST LINE

From Galveston to Chicago, via M., K. and

For Nebraska, Colorado, Deadwood, the Black Hills, and All Points

North, East and West. . C. DAWES, Gen'l Pass. Agt., St. Louis, Mo.

The Sentiment at Bonham special to the Gazefte.

Special to the Gazette.

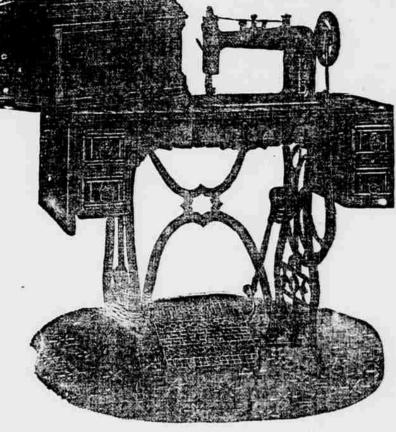
BONHAM, FANNIN COUNTY, TEX., Oct. 6.

Our citizens have been reading with much interest the accounts of deep water at Velasco, and all with one accord say that if it is a fact it will not only be a vast benefit to the whole state of Texas commercially in the way of cheap transportation for all our produce, but will also be of vast benefit to the whole Northwest of the United States by giving them a near outlet by water to the markets of the world.

## HIGH-ARM IMPROVED GAZETTE SEWING MACHINES At One-Half Price!

High-Arm Gazette, the Finest and Best Made Machine of the Pattern in the Market.

## Manufactured for the Gazette!



With each of these machines we furnish I ruffler, I tucker, I set hemmers, I foot hest ner, I screw driver, I oil can and oil, I gauge, I gauge thumb screw. I extra thront plate, l extra check spring, I paper needles, 6 bobbins and one instruction book. These articles re all included in the price named.

## The New and Greatly Improved!

Bear in Mine that These Machines are Thoroughly Made and of First-Class Workmanship.

### \$61 FOR ONLY \$24! \$70 FOR ONLY \$33!

OUR OFFER: To every mail subscriber of The Sunday Gazette we will send the High-Arm Improved Machine and one paper out

year for \$25, and to every mail subscriber of the DAHLY GAZETTE we will send the High

Arm Improved Machine and paper one year for \$53; or, Daily six months and the machine for \$28.50-purchasers pay freight. Weekly Garette one year and machine, \$24. Every machine warranted for five years. Address all orders and remittances t

GAZETTE, Fort Worth, Texas.

### \$20 TO \$25 CAN BE SAVED.

Howe, TEX., May 12, 1891 Democrat Publishing Company, Fort Worth, Tex.: DEAR SIR-In answer to yours of recent date in regard to sewing machine bought of you, can recommend the machine. As to work, it does equal to any high-priced, and is neatly finished, runs light, and we can recommend the ma chine to all those in need of a good machine. You can save \$20 to \$25 by one of hese machines, and you will be well pleased with your bargain. Yours truly,

AS NEAR PERFECTION AS POSSIBLE.

Howe, Tex., Box 31

respectfully

FLATONIA, TEX., May 13, 1891. The Gazette, Fort Worth, Tex .: The machine received in good order and is pronounced a jewel by myself and neighbors. It is as near perfection as it is possible for anything to be. In fact only one fault could be found, and that is the thread post is too short. Your

WELL PLEASED WITH IT. ROANOKE, TEX., May 21, 189L

MRS. A. HANOVER

The Democrat Pub. Co., Fort Worth, Tex.: SIRS-I received the High-Arm premium sewing machine in due time and an well pleased with it. It does excellent work, and is a novelty of cheapness. MRS. M. E. REYNOLDS. Yours respectfully

FIRST CLASS IN ALL RESPECTS. To the Fort Worth Gazette:

TULIA, TEX., May 5, 1891. GENTLEMEN-The High-Arm sewing machine is all you claim for it. It is first class in every respect. It is as good as one my son paid \$37 for on the same day I received it. No one can be dissatisfied with it at the price paid for it

DELIGHTED WITH IT.

TULIA, TEX., May 11, 1891. Democrat Pub. Co., Fort Worth, Tex.: GENTS-I have one of your High-Arm premium sewing machines. My wife a delighted with it. It is neat, well finished, light running, and gives entire sat isfaction. I like it better than anything I have had offered at from \$35 to \$45 Respectfully,

AS GOOD AS ANY \$50 MACHINE. DEKALB, TEX., May 10, 1891. Fort Worth Gazette: I received your High-Arm premium sewing machine. We have tried it thou oughly, and find it first class. It is as good a machine as the people have been paying \$50 for. There is no humbug about it. Respectfully, J. D. O. REAR.

SATISFIED AFTER THOROUGH TEST.

JOSHUA, JOHNSON CO., TEX., May 10, 1891. Democrat Pub. Co., Fort Worth, Tex.: GENTLEMEN—I received the High-Arm premium sewing machine in goot order. My wife has given it a thorough test; she finds it to be everything represented, and is well pleased with it. I will say to all that want a good machine subscribe for the Weekly GAZETTE and get a premium machine. The paper just splendid. Yours respectfully, W. P. FLACKjust splendid. Yours respectfully,

WELL PLEASED WITH IT.

TOLOSA, KAUFMAN COUNTY, TEX., April 20, 1891. 's the Gazette:
Sir-My machine arrived in due time and is all or more than you recommended. My wife is well pleased with the work that it does. Your G. M. PITTMAN. nended respectfully

ALL THAT IS CLAIMED FOR IT.

Democrat Publishing Co., Fort Worth, Tex.; March 23, 1891 GENTLEMEN—The No. 4. High-Arm premium sewing machine was received in good order, and my wife finds it to be all you claim for it, and is quite satisfied that it is equal to any other machine of twice the price you ask for this one. The case, tee, is exceedingly handsome and very well finished. I am yours E L MOURANT